November 2019

GALTtraffic

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Seabee Heebee Geebees

A Halloween Tale ...*with appologies to Edgar*

Once upon a midnight dreary as I labored slow and weary,
To find the source of drips gallore of oil upon my hangar floor.
From whence they fell I could not tell, perchance from under the nacelle?
Defeatedly, I slamed it shut, cracking my head upon the strut.
Then suddenly, I hear a tapping, 'tis some colleague so gently rapping,

Tapping at my hangar door…only that…nothing more.

Eagerly I beg him in, my skull beginning to slow its spin,
Still, no one appears within the door as I arise from off the floor.
"Enter!" I repeat, snapping, wanting to end the vexatious rapping,
The reply, though I could not discern, was a murmer, nay, a silent yearn…

"Water!" it pleads, and nothing more!

Why am I harrassed so late here on October last?
Who disturbs my work upon this night, not answering my uptight invite?
Does someone take me as a fool, or might it be some winged goul,
That nests upon these very grounds ,who visits on its ghostly rounds…

Seeking water, evermore?

Back to my work now I am turning, the brain within my skull is burning.
Yet again, I hear the tapping. Different now, 'tis water lapping!
Water…lapping against my hangar door?

Continued on next page...

For many seasons,, **N335G,** a 1947 **Republic Seabee**, *occupied a patch of grass at Galt Airport, serving both as a lawn ornament and a handy nesting place for birds, mice and other critters. However, late this October, it suddenly vanished. You may hear rumors about a trailer hauling it off to some distant land. But beware, those are just rumors!* ***Herein lies the real story...***

...continued from previous page

As I gaze again into the night, what my eyes behold gives me a fright.
A ghostly amphib drifts through the fog, a derelict seeking its own epilogue.
It drifts, an untethered escapee, in search of some long-lost sea!
I try to cry but words stick in my throat, to see that SeaBee again afloat!

Alone it sat on that placid earth, silently awaiting delayed rebirth.
Suddenly, from the dark mist I feel it shutter! Two final words I hear it utter…

"**Water,**" it cries, "**forevermore!**"

Into that deep, moist darkness peering, long I stand there, squinting, hearing.
Searching for what once was there, now disapeared into thin air!

◇ ◇ ◇

But silence now enfolds my chair, as I awake in disrepair.
I must have drempt, for 'tis now dawn! But, when I gaze out…

The Seabee is gone!

Coming Up on Nov. 9

Andy Miller is ***AOPA's You Can Fly Ambassador*** for the Great Lakes Region. He is a nationally recognized aviation educator; a lead representative in the FAA Safety Program, an IMC Club leader, and a member of both the National Association of Flight Instructors and the Society of Aviation and Flight Educators. He is also an aircraft owner and regularly flies Young Eagle and Angel Flight missions.

Andy is based in the Great Lakes and works with flying clubs, flight schools, aviation organizations, and secondary schools to increase the number of active pilots. You'll often find him traveling to events and meetings in one of the AOPA's bright yellow *Reimaged Cessna 152s.*

Presented by
Andy Miller, CFI, AOPA Great Lakes Ambassador

Weather is often blamed as the cause of accidents when, in reality, it's poor decision making that's the culprit. Arm yourself to make the right weather choices at crucial moments before and during flight.

Here's what you'll learn:

- Why getting the big weather picture is important
- How to improve your go/no-go decision-making process
- Tips to "weatherize" your mindset and avoid traps like flying VFR into IMC
- Why technology can be a great tool and your worst enemy in weather flying

Mark your calendar for Saturday morning, November 9.
Don't miss Andy's interactive presention!

Time to Spare? Go by Air!

A True Story of the Joys of Business Travel

by Daniela Knoll

As a licensed Sport Pilot, I truly enjoy recreation flying at Galt Airport (10C). Usually, I can't wait to get inside the cockpit and hit the sky. Unfortunately, for some of us, our jobs require that we often fly a less a fun way: commercially.

My work as the Director of Event Operations for an international trade show organizer does take me to some amazing places. However, the destination isn't always quite so exciting and the very thought of traveling can be exhausting. On those trips, I look forward to making it back home quickly.

However, during a recent trip…someone had other plans for me.

I was required to be in Salt Lake City on a Wednesday evening to attend a conference. I planned to be in town for one night so I could head home Thursday evening after walking the exhibit floor.

Thursday

I made a final circuit around the exhibit floor. It was afternoon and I was suffering from a painful stiff neck and I'm exhausted. All I wanted to do was go home.

I arrived at my gate early, hoping that my status with United airlines will earn me an upgrade to First Class. Luck, however, has definitely left town, but it certainly didn't *fly* out.

Once on board, we pushed away from the gate, only to learn that an engine has a "bad oil pressure seal." A tug pushed us back to the gate. With no information provided, we were asked to deplane. The gate agents were flooded by passengers trying to make connecting flights. It gradually became apparent that this aircraft wouldn't be going anywhere.

I was finally able to speak to an agent who suggested that my best bet would be to get rebooked for the first flight to Chicago the next day. The airline would put me up in a hotel and offer a food voucher. At that point, all I wanted was to lay down and get some rest. I'd lose one day of work, but I could live with that.

Then I learned that there were no United flights available for the next day. I would have to rebook on Delta.

Friday

The next morning, I arrive at the airport at 6:00AM, ready for my 7:50AM Delta flight. Still experiencing neck pain, I find a seat in the gate area only to learn that there would be a delay due to weather in Chicago. I know that weather is out of the airline's hands. I'll give them that one. Three hours later, we finally boarded.

I got to my seat, (who knew Delta offers *Sardine Class?*) and, of course, a very large man sits next to me. We finally push back from the gate. Then I notice we are holding short for quite a looong time awaiting take-off. The PA system comes to life and the pilot tells us that the flight attendants smelled fuel or smoke toward the back of the airplane. Back to the gate we go.

This is the second gate return I've experienced in 24 hours. Once there, the pilot announces, to no one's surprise, that we would have to deplane the aircraft for maintenance to be performed.

But, there's great news: Delta has a spare aircraft in a nearby hangar! We all move to an adjacent gate and board the new airplane.

I locate my new, but still narrow seat and we again push back from the gate. At the very familiar hold short position, we sit…and sit. Once again, the PA clicks on. ATC has informed the pilot to expect a one hour ground delay due to the bad weather in Chicago. We get to return to the gate! That's my third gate return in 24 hours. I'm starting to feel like I'm stuck in an episode of the *Twilight Zone*.

At the gate, the pilot first offers passengers the opportunity to deplane. Then, oddly enough,

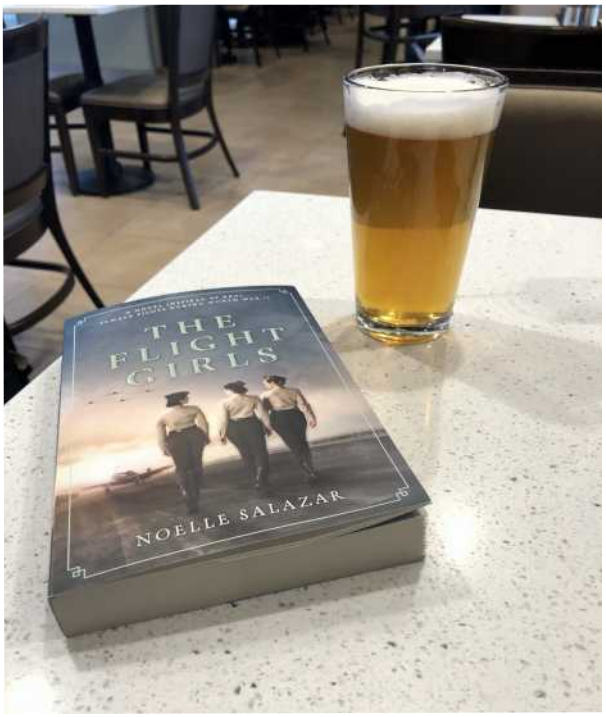
announces that all passengers *have* to deplane. Once again, I gather my belongings and get off de plane!

Out of nowhere, a push notification from my Delta app notifies me that the flight is canceled. No reason given! Now what? Do I call *United Premier* to try to work out an alternative plan, or do I stand in line at the Delta gate with the other irate customers?

The thing that irritates the group is that passengers on another flight to Chicago, scheduled to leave after ours from the gate right next to us, are able to board their flight. Why are they not getting cancelled? Is the weather connection between that gate and Chicago somehow better?

Now Delta has me *rebooked* on a flight to New York, with a connecting flight to Chicago…all on the same morning. *Let's see…Salt Lake to New York, switch planes, continue on to Chicago, all before noon? What?!?*

I stand in line at Delta, on the phone line with United. Why United? At that point, I wasn't sure who to reach out to. It was United's mechanical mishap that put me in this position in the first place. The wait for a United agent is 40-50 minutes, but only 10% remains on my cell phone battery - the one trip I failed to bring my powerbank! So, I wait in line at Delta counter.



It's finally my turn to speak to the Delta agent. I explain the fiasco. The agent very nicely tells me that my chances for a standby seat are slim to none.

However, they will cheerfully put me up in a hotel and rebook me for tomorrow's flight - at 2PM! My choice is to drive 6 hours to Vegas and hope for a connection there, or spend another night in lovely Salt Lake.

New problem: I'm out of clothes. Don't know about you, but my underwear only has two sides. So, I rent a car and go shopping. The closest option: a Walmart Supercenter. With enough clothes to get me through another day, I drive to the Comfort Inn that Delta had comped for me in hopes of getting this day behind me. Foolish me.

The receptionist looks at me and says: "You're at the wrong hotel, this is the *Comfort Inn & Suites* Airport Hotel. You need to go to the *Comfort Suites* Airport Hotel."

Of course I do.

Thankfully, the correct hotel is only five miles away and check in is successful.

I'm starving and head to the nearest restaurant, *Lofty's*. Some good points about Lofty's: first, I get a Fire Dept. discount, and second, it's aviation themed! I enjoy an ice cold beer and a fancy Wagyu Beef Burger.

Sometime during all the confusion, I actually get a call from a Delta Customer Service person who is very apologetic and says they would be sending me a check for $100 to make up for my inconvenience. At least it will cover the clothes I had to purchase.

Back at the hotel, I collapsed on the bed, enjoying the light buzz from the craft beer. I'm out for the night.

Saturday

The day begins with the Comfort Suite's lovely free breakfast of what I suspect is supposed to be eggs and sausage. Then a glance outside tells me that the sky looks anything but friendly. Maybe I should go back to bed,Instead, I take my time getting ready, put on my new clothes. I actually feel somewhat refreshed!

I also feel the need to complain to United, since no phone call, email or text has arrived to apologize for the inconvenience that their maintenance problem on Thursday, (remember Thursday?) has caused me.

To my surprise, several hours later, I actually get a response from United, apologizing for my suddenly miserable life. They say they'll be looking into it further and offer me a $150 travel certificate. Wow! Now I can dream about all the cities I won't be able to get to for $150.

I arrived at the airport with my $15 food voucher from Delta. I splurge at the fanciest restaurant in the airport: *Cora's Kitchen*. My voucher gets me what appears to be a kid-sized bowl of Cora's Lobster Mac & Cheese. The 20oz. beer I order is on my nickel.

On the way to the gate, I stopped at the airport book store, anticipating plenty of reading time, but they're out of *War and Peace*. I settle for a copy of *Flight Girls*.

Assigned to seat 18A, I find that the Delta app allows me to switch to an Exit row. Yes! The problem is that my electronic boarding pass won't appear. Instead, I

get a message to "see the Gate agent." Ugh! I head to an agent who kindly prints my boarding pass. As I walk away, I realize that I've been reassigned to a middle seat. I give up. Defeated, I get in line at the gate and board the airplane.

Ah, there's seat 20E. Some very nice ladies sit to either side. One is slightly too large to allow the armrest to go down, so I'm feeling a little uneven.

Ok, we push back from the gate as I've already done 3 times. The suspense is palpable. Will this plane really ever leave the ground? Every weird noise and rattle causes me to tense! I am never anxious at take-off, but I find myself sweating at the thought if the dreaded hold short location! I'm aware I might be starting to scare the ladies on either side of me. Arrgh…I can't see outside because *Window Lady* has lowered the shade!

I feel like standing up and pleading, *"Hey, can anyone please stream ATC for me? Are we cleared for take-off? For God's sake, someone, tell me what's happening!"*

But wait…

We're still rolling…it feels like we're gaining speed… the nose rises…then the wheels come up…

Wheels Up! I'm going home!

Member Profile: The Knolls

Daniela and Jeremy Knoll have been Chapter 932 members for nearly a decade. Jeremy learned to fly at Galt Airport (10C) when he was 16 years old and proceeded to earn his Private Pilot License soon thereafter. He continued to enjoy recreational flying. His parents' property is located just two miles north of Galt Airport where they also have two grass runways on their property. Jeremy enjoyed flying in and out of his parents' house for several years along with his dad in their Merlin GT Experimental, side-by-side, two passenger airplane. After visiting Oshkosh with his dad in 2012, Jeremy came across an aircraft, the BushCat Light Sport aircraft, that caught his eye. One thing lead to another and he and Daniela purchased the aircraft with the intent to become a dealer for the aircraft. This seemed like a fun side business for the two of them and Jeremy's parent allowed them to use the hangar on their property for this business purpose. However, the business grew quickly and became very successful in a short amount of time. They could no longer run the business out of the family property and began to be official Galt tenants. Their business, AeroSport, LLC, grew to become the U.S. Distributor for the BushCat Light Sport Aircraft along with a Dealer for the Sling Aircraft as well as several avionics such as Kanardia and TRIG. This "side business" became the main business for Jeremy taking up 3 entire hangars at Galt now. Jeremy earned his FAA certificate as a Light Sport Repairman which allows him to also maintain and repair Light Sport aircraft. AeroSport not only provides sales of light sport aircraft, but also maintenance/repair of light sport aircraft, as well as detailing for all types of vehicles including aircraft. Daniela soon followed Jeremy to achieve her dream of light by training to get her Sport License at Galt Airport and finally getting her Sport License two years ago. Jeremy and Daniela have their Light Sport Aircraft on lease-back with JB Aviation for rent or instruction. Stop by and say hello to them anytime (look for the Zebra doors - G3, G4 and G8)! www.aerosportplanes.com

Kudos!

It has been a spectacular month for some of our chapter members!

Jeff Boyak with CFI Josh Cramer

Jeff Boyak, recipiant of an EAA Ray Scholarship, completed flight training with Galt's Josh Cramer and sucessfully passed his checkride with FAA Examiner Dave Monroe.

Magan Hart, who trained for her Sport Pilot liscence with her dad, Bob Hart, and Galt's Dick Wydra, passed her checkride with Dave Monroe. Megan, who also has a tailwheel endorsement, reports that it was a bit chilly flying in the Cub. It was a very special moment when her dad signed her off for the checkride. Megan begins her new job with the EAA in Oshkosh in the new year.

Megan Hart with proud dad, Bob Hart

Beth Rehm has been extremely busy at Livingston Aviation in Waterloo, Iowa these past few months, earning her Instrument rating in September and Commercial rating in October! On top of all that, Beth also found time to submit a photo for this month's *Planes on Posts* - which we've temporarily renamed *Copters on Columns* for this month.

Beth Rehm with flight instructor Chad Lee

Congratulations to all!

Due to circumstances entirely within my control, I've decided to change the name of this month's Planes on Posts to:

'Copters on Columns

The photos below were taken by my sister of all people, while she and her husband were visiting Santiago de Compostela in northwest Spain. I'm not a helicopter guy, so I don't know what it is, but it does appear to be rather precariously mounted on three pillars that you can spot in the nset photo. Either that, or it was one heck of a spot landing!

• • •

The photo on the right was ubmitted by EAA member Beth Rehm. It's a Bell AH-1 Huey Cobra, a fierce looking gun platform that racked up over a million operational hours in Vietnam. (Ok, I looked that up.) It now lives in front of the Amvets Post in Cedar Falls, IA.

Hey, if my *sister* can find this stuff, *you* certainly can!
Send anything and everything you find to: editor@eaa932.org

Upset Recovery Training

by Gretchen Thennes

EAA Chapter 932 Member, Gretchen Thennes, is a Sophmore at Liberty University's School of Aeronautics in Lynchburg, VA

Back in September, I had the opportunity to do Upset Recovery Training with Prevailance Aerospace. I'm in my sophomore year at Liberty University and we have an opportunity to work with Prevailance during Commercial 2 for Upset Recovery Training and also during CFI for Spin Recovery.

Preparation for the flights began the night before as most of us are not used to aerobatic maneuvers regularly. We were instructed to get a good night of sleep and drink lots and lots of water and have a pretty neutral breakfast. I usually just stuck with a bagel.

During the morning before each flight, we went over safety presentations to learn the reasoning behind this training. A common accident that could occur in a C172 is getting into wake turbulence landing behind a jet at a large airport and we now know how to get out of it.

We learned about some previous accidents that have occurred and how they could have been easily prevented with the right training. We also had a flight briefing before each flight reviewing the maneuvers we would go over and the memory items. It was an incredible experience!

We had three flights and increased the workload each day of the flight. We memorized an Upset Recovery checklist and went through several unusual attitudes and aerobatic maneuvers in an Extra 300. I got to experience loops, barrel rolls, aileron rolls, spins, and lots of unusual attitudes.

One of the goals of the training was to make us more comfortable knowing how to recover from any attitude. I can say that I understand now exactly what to do when upside down to get the plane back upright. I feel confident that I would be able to recover from any unusual attitude.

The most difficult recovery was from inverted flight because it felt instinctive to pull the aircraft around to the horizon, whereas the correct response would be to push slightly to unload the aircraft and then roll wings around to level.

I recommend that students pilots and private pilots complete this training or similar training because it prepares you for almost any situation and am thrilled to have had the opportunity to experience such instruction.

Q & A with Gretchen Thennes

What training/ratings do you have?

I got my instrument rating in May and I am currently working on my

Commercial Certificate. I am hoping to have my Commercial Multi by May of 2020.

Any future goals?

My ultimate goal is a job with the airlines, as I love the environment and the schedule and I have grown up with my mom as an airline flight attendant.

What AGL were the maneuvers performed at? Did you have loss limits for recovery?

We performed the maneuvers between 5,000 MSL and 9,000 MSL and some maneuvers like the spins used the entire area! That's about 4,000-8,000 AGL here in Virginia. Since most of the training was new, we did not have loss limits. The instructors ensured that we started high enough so we could lose a lot of altitude and mostly learn.

Had you worn a parachute before?

I hadn't worn a parachute before. We talked about evacuating a lot and the instructors all had experience, so I felt it would be okay if we did have to pull the chutes.

How long was the typical flight? How many hours/flights do you now have in upset recovery?

Each flight was 1 hour, so we took off, headed straight to the practice area, conducted the maneuvers, and the instructor landed when we got back. I have 3.0 hours in upset recovery and even that little time gave me so much experience, it was 3 hours full of learning!

Did you make any mistakes that taught you anything?

One mistake I made was trying to pull while rolling back to wings level in recovery and the Extra 300 can handle that kind of load, but most planes we typically fly cannot, so I had practice doing it the right way several times by rolling wings level and then pulling the nose back to the horizon.

Did the experience get you interested in aerobatics for fun?

I think aerobatics are really cool, but I don't quite have the stomach for it now. The instructors said that you get more and more used to it, so I would like to go up with other people and experience more aerobatics, but I don't think it would be something I would get really involved in. However, some of my classmates are really considering competing in the future!

Any other takeaways?

I think the biggest takeaway for me was learning about the countless accidents that have occurred because people have not had the right training. With simple fixes, several accidents may have been avoided.

FLYWITHJB.COM

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Monday thru Sunday

JB Aviation Flight School News

Congratulations to Miles! He flew his first solo on 9/20/2019. CFI, Josh Cramer on left.

Congratulations to Kyle! He earned his PPL on 10/9/2019.

Congratulations to Jeff! He earned his PPL on 10/23/2019. CFI, Josh Cramer (see pic on page 6)

Congratulations to Brandon! He flew his first solo on 10/25/2019. CFI, Dave Smith on left

Thanks to all who donated to the animal shelter during our Planes 'n Puppies event! If you would like more info about some of these adoptable pups, please call Rebekah at JB Aviation.

SAVE THE DATE

Christmas Party
GALT AIRPORT
December 14th 2019

With the approach of the holiday season please note:

No Chapter Gathering is scheduled in December.

As always, check EAA932.org for the latest news and announcements.

Did you know that Amazon donates to EAA932 ?

Did you know that where you do your holiday shopping can benifit your EAA chapter? When you shop on *AmazonSmile*, the **AmazonSmile Foundation** donates 0.5% of the purchase price of eligible products directly to EAA Chapter 932. We are a 501 (3)(c) educational, non-profit, charitable organization.) AmazonSmile is operated by Amazon with the same products, prices, and shopping features as Amazon.com.

You can find more information by clicking:

smile.amazon.com

An Opportunity to Voice Your Opinion with the EAA

EAA headquarters in Oshkosh has put together a quick, online survey that they are asking chapter members to fill out. They are looking for your opinion on how were doing as a chapter, what the focus of our activities has been and what you might like them to be.

The survey is short and will take you less than 5 minutes to fill out online. Clicking on the following link: EAA Chapter Survey will take you directly to the survey.

Your chapter leadership appreciates your participation!

Aviation Quote of the Month

The newsletter staff (that would be me) thought that it would be nice to provide a place where readers could log your favorite aviation related quotes. This is it. Chapter member Kaylin Hart submitted one of my favorites to get us started:

"A good landing is one from which you can walk away. A great landing is one after which they can use the plane again."

Now it's your turn. Send your favorite aviation quote to editor@eaa932.org. We'll post it and give you all the credit.

EAA932 Elections

EAA Chapter 932 elections are scheduled for the gathering on Saturday, November 9th. There will be ballots and a ballot box set up at the back of the room. This is your chance to influence how the chapter is run.

The 7-member Board of Directors is made up of the four chapter officers: President, Vice President, Treasurer, Secretary, one seat for Galt airport management and two at-large directors. Board members and officers serve two-year terms with staggered election years to provide continuity for the board.

We have *three positions* open for the 2020 through 2021 time period: Vice President, Treasurer and one at-large Board Member position. This provides a great opportunity for members to get more involved in setting direction and planning activities for the chapter. You also would be eligible to attend the excellent chapter leader training offered by HQ in Oshkosh *(Ask Deena, Jerry, Bill or Arnie about what a great experience it is).*

An Update from EAA932's Scholarship Committee

We are proud to share that Jeff Boyack, the 2019 EAA Ray Aviation scholarship recipient, earned his pilot certificate this month! (See *Kudos!* on page 6.) As a chapter, we are so grateful to have had the opportunity to offer this scholarship this year. The scholarship is an amazing opportunity for so many chapters and we are grateful to have had the opportunity to participate this year with Jeff.

The EAA 932 scholarship committee will go through the process to submit another application for the **Ray Aviation Scholarship** for the 2020 year. We will know if our chapter is approved by the middle of February, but we have no guarantee. Even still, we have several new student pilots starting JB Aviation's ground school this Fall at Galt Airport. We are hopeful that among them, one will be an excellent candidate for the Ray Aviation Scholarship. EAA members will keep a watchful eye and our fingers crossed that we will be able to nominate another scholar next year.

For our own **Ed Moricoli Scholarship**: Our hope is to keep bringing younger people into our community and have the resources available to them in their pursuits of aviation. A yearly scholarship component is important. We are working on ways to make that happen.

We know from past experience that it takes a *minimum* of $10,000 to really make a difference in a student's ability to complete flight training when finances are a main issue. With carry-over funds from last year, this year's Barnstormer's bake sale, and donations from generous community members, the fund currently has roughly $7,500. The scholarship committee has been reaching out to the community and local businesses for support. Our plan is to open the online application for the scholarship at the beginning of the year or once it is fully funded.

We'll keep you posted!!

Galt Traffic is published monthly on www.eaa932.org and also electronically distributed in PDF format to approximately 800 readers. You can download current and past issues from the chapter website at www.eaa932.org/newsletters.html. To be added to the distribution list, please contact editor@eaa932.org.

EAA Chapter 932 is a local chapter of the **Experimental Aircraft Association (EAA)** based at Galt Airport (10C) in Greenwood/Wonder Lake, Illinois. Established in 1989, we are a 501(c)(3) corporation and a registered charity in the State of Illinois (CO#01065208)

EAA (www.eaa.org) is an international organization of members with a wide range of aviation interests, including vintage aircraft, aerobatics, warbirds and amateur builders. EAA Chapter 932 meetings are usually held at Galt Airport on the second Saturday of the month. Check our website for more information about the chapter and events and activities at www.eaa932.org or on Facebook at www.facebook.com/pages/galt-airport-young-eagles/116543021696619

The President's Page

Arnie Quast, President, EAA Chapter 932

What a great month we've had as a chapter! October began with a well-attended chapter gathering. Author William Hazelgrove spoke about his recently published book, Wright Brothers, Wrong Story. The book tells a fascinating story of what went on between the two Wright brothers, their family, and some of the competitors attempting to achieve controlled flight back in the early days of the 20th century. The presentation was lively and fun to hear. Check out Hazelgrove's book. It has an interesting story to tell!

As you know, earlier this year our chapter was selected by the EAA to administer one of the Ray Scholarships. The Ray Foundation granted EAA 932 a $10,000 scholarship to be granted to a worthy individual in our chapter. Chapter member Jeff Boyack was the recipient. On October 23rd, Jeff successfully completed his flight training, and passed his Private Pilot check ride. Great work, Jeff! We're all proud of your hard work and dedication.

Our upcoming chapter gathering will take place on November 9th at 9:30 AM in the Galt Airport Studio where we'll host Andy Miller from the Aircraft Owners and Pilots Association (AOPA). Andy will offer his interactive presentation on **Weather Accidents,** how prudent decision making can help prevent them. Don't miss this valuable information! A light lunch of chili and salad will follow. We'll see you there!

Looking to December, we'll take a break to celebrate the holidays. We'll kick off the new year, with a chapter gathering on **Saturday January 11th** with a **Chapter Social at the Rusty Nail Saloon** in nearby Ringwood, IL. The social will run from 5:30 to 8:30 pm. A buffet dinner will be served, and cash bar will be available. Cost per person for the dinner will be $20.00. The social will offer time for chapter members to get together in a relaxed setting. We will recognize accomplishments of the past year and give a preview of the year to come. Watch EAA932.org for more information.

Our Board of Directors has begun putting together the calendar of gatherings and events for the new year. This is where you can help. Think of some of the things that you would enjoy doing as a chapter in the months ahead – things that would get you out to the airport on a Saturday morning: fly-outs, hands-on activities, historical programs, hangar visits, etc. We want to know what interests you! We have an amazing airport community here at Galt and an EAA Chapter that is active and fun. As we plan for 2020, your input is highly valued. Please feel free to contact me or anyone on our board with your ideas.

I hope everyone has a great month ahead and an enjoyable Thanksgiving. Stay warm and I'll see you around the airport!

Arnie

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